

(No Model.)

W. H. SWINFORD.
CAR COUPLING.

No. 262,501.

Patented Aug. 8, 1882.

fig. 1

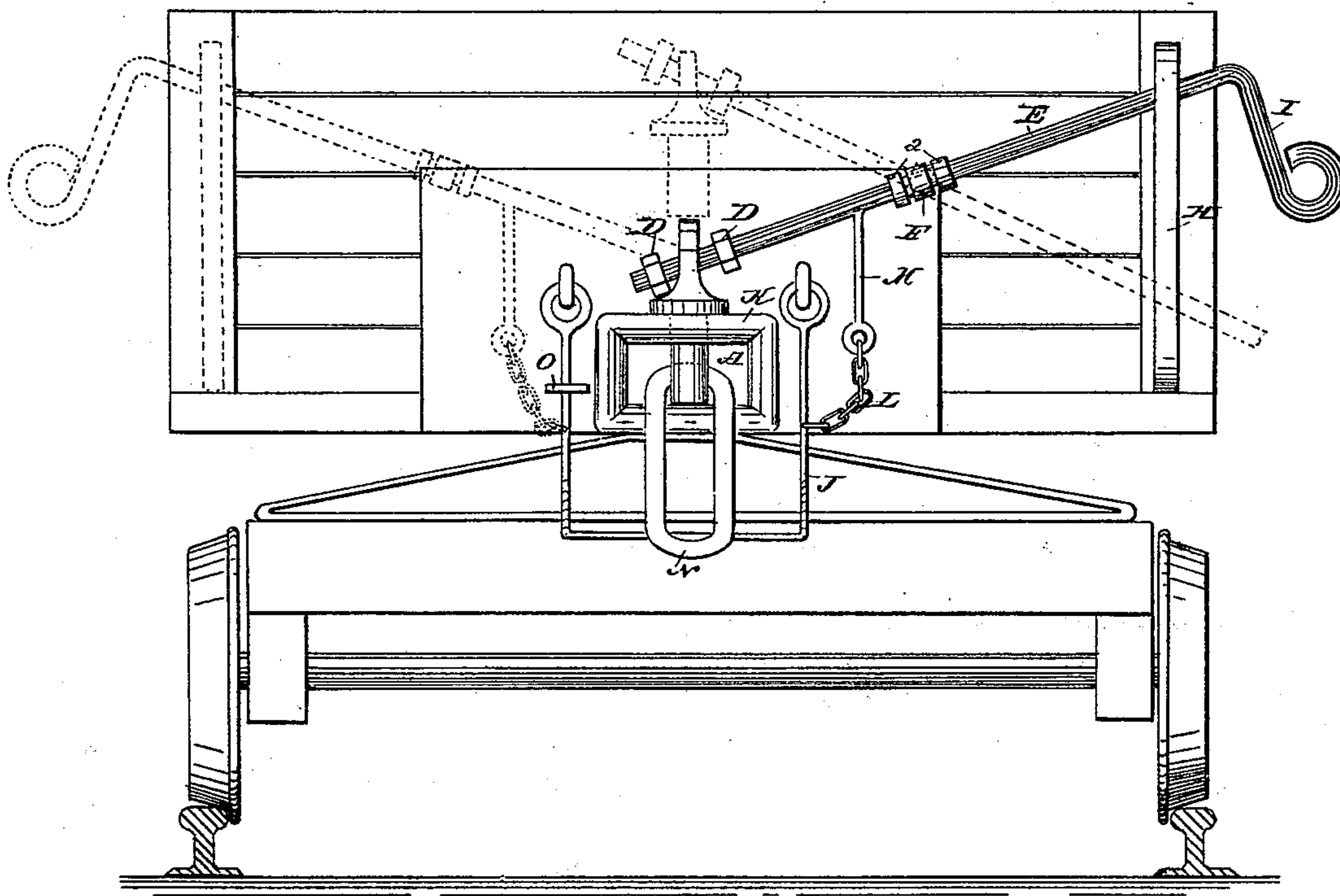
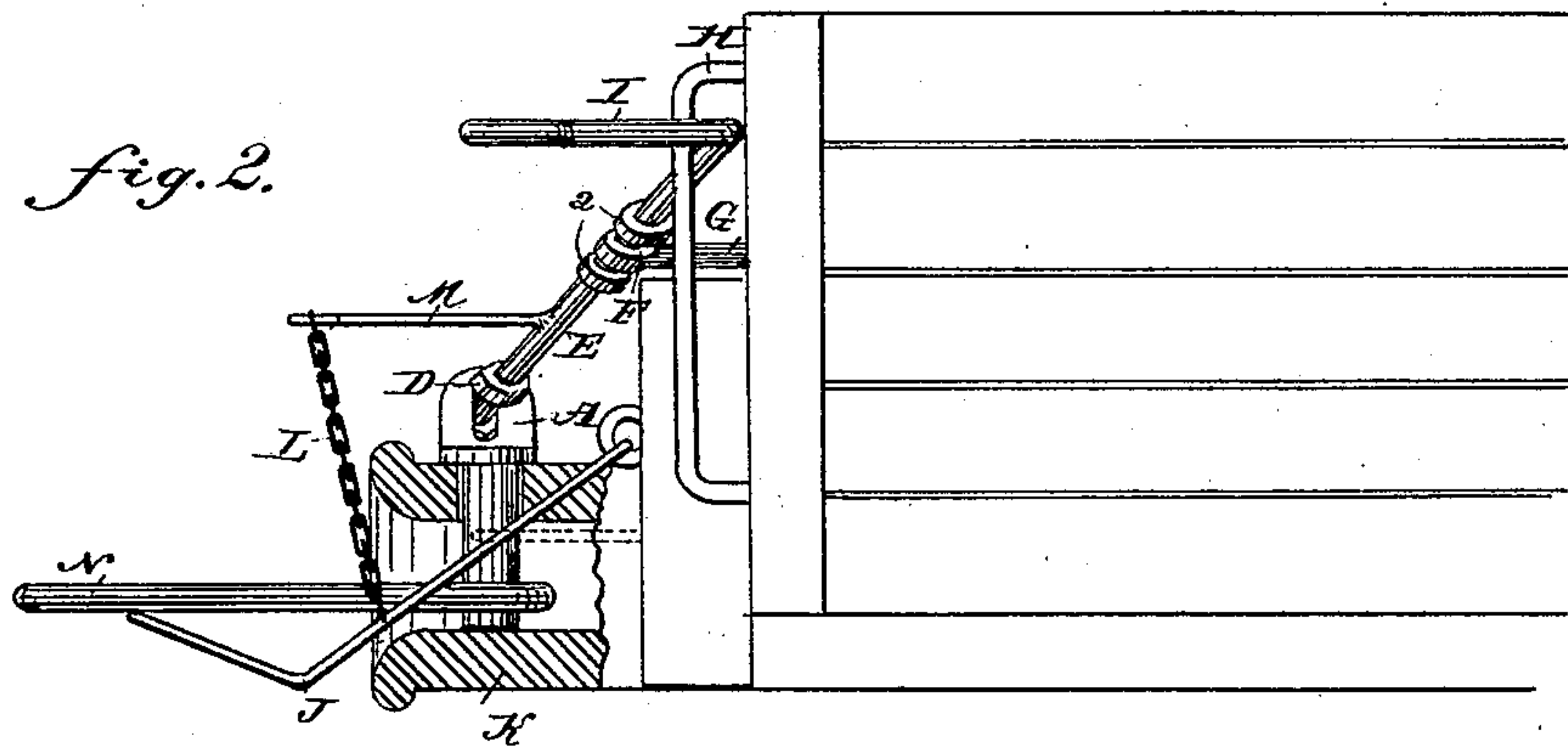


fig. 2.



WITNESSES:

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INVENTOR:

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UNITED STATES PATENT OFFICE.

WILLIAM H. SWINFORD, OF CHEROKEE, ALABAMA.

CAR-COUPLING.

SPECIFICATION forming part of Letters Patent No. 262,501, dated August 8, 1882.

Application filed June 10, 1882. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM HENRY SWINFORD, of Cherokee, in the county of Colbert and State of Alabama, have invented a new and Improved Car-Coupling, of which the following is a full, clear, and exact description.

The invention consists in the combination, with the draw-head and the coupling-pin, of a lever held loosely in the end of an arm on the end of the car, which lever passes through an aperture in the coupling-pin, and is loosely held in place in the pin by a collar or like device at each side of the pin. The lever is provided with an arm, to which a chain is attached, which is also attached to a bail pivoted to the end of the car at the sides of the draw-head, which bail can be raised by means of the lever to guide the coupling-links, all as will be fully described hereinafter.

Reference is to be had to the accompanying drawings, forming part of this specification, in which similar letters of reference indicate corresponding parts in both the figures.

Figure 1 is an end elevation of a car provided with my improved car-coupling. Fig. 2 is a longitudinal elevation of the same, parts being shown broken out and in section.

The coupling-pin A is provided with an aperture, through which the inner end of a lever, E, passes, which lever has a collar or check pin, D, at each side of the coupling-pin A, to permit turning the lever, and to hold the pin on the end of the lever. This lever passes loosely through an eye, F, at the outer end of a swiveled arm, G, projecting from the end of the car. The lever E is provided with a collar, a, at each side of the eye J to prevent longitudinal movement of the lever. The outer end of the lever E passes under a guide-bar, H, on the end of the car, and this lever is provided at its outer end with a handle or like device, I. A bail, J, or U-shaped frame having its lower end bent outward, is pivoted to the end of the car above and at the sides of the draw-head K. A chain, L, is attached to the bail or frame J, and to an arm, M, of the lever E. If desired, two levers E may be provided, both of which are connected with the coupling-pin. As the arm G is swiveled, the lever E can be turned on this arm as fulcrum, and the coupling-pin can be raised by lowering the outer end of the lever E and can be low-

ered by raising the outer end of the lever E, the collars a permitting of sufficient play of the lever in the loop or eye F.

By turning the lever E on its longitudinal axis the bail or frame J can be raised more or less, and will raise the free end of the link N more or less, so that the same can be guided into the opposite draw-head without requiring the operator to pass in between the cars.

The lever E and frame J can be used to raise or guide the link of the car to which this lever E and bail J are attached, or to guide the link of the opposite car. The link and pin can both be raised at the same time or singly, or both can be lowered at the same time or singly, and one can be raised and the other lowered at the same time.

To prevent raising the frame J too far I have provided a U-shaped check-frame, O, which projects from the end of the car, and through which one shank of the bail or frame J passes.

Having thus described my invention, I claim as new and desire to secure by Letters Patent—

1. The combination, with the draw-head K and the coupling-pin A, of the lever E, jointed to the coupling-pin, and mounted loosely in the end of an arm, G, swiveled on the end of the car, the arm M, the chain L, and the pivoted bail J, substantially as herein shown and described, and for the purpose set forth.

2. The combination, with the draw-head K and the coupling-pin A, of the lever E, jointed to the coupling-pin, and mounted loosely in the end of an arm, G, on the end of the car, the handle I at the end of the lever E, the guide-bar H, the arm M, the chains L, and the pivoted bail or U-shaped frame J, substantially as herein shown and described, and for the purpose set forth.

3. The combination, with the draw-head K and the coupling-pin A, of the lever E, jointed to the coupling-pin, and mounted loosely in the end of an arm, G, on the end of the car, the arm M, the chain L, the pivoted bail J, and the check-frame O, substantially as herein shown and described, and for the purpose set forth.

WILLIAM H. SWINFORD.

Witnesses:

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